

RAILROAD FIGHTS FROM NEW ANGLE

Asks for Fifty-Cent Terminal Charge at Washington.

LOSES CASE IN SUPREME COURT

Washington-Southern Would Gain Its End by Appeal to Interstate Commerce Commission for Higher Rate Between Washington and Alexandria.

Although by the decision of the Supreme Court of Appeals, in session at Wytheville yesterday, the Washington-Southern Railroad is refused permission to charge a maximum passenger rate of 3 cents per mile, the officials of the road hope to gain the desired end of what they regard as an adequate Richmond-Washington rate by a charge of 50 cents for the run between Alexandria and Washington. This would make the fare \$3.20 between the city and the national capital, or within 20 cents of the fare now charged for the through interstate journey.

A petition has been filed by the road with the Interstate Commerce Commission, asking permission to be allowed to charge a tariff of 50 cents per passenger between the cities mentioned. It is claimed that the terminal charges at the new Union Station are very heavy. In fact, it was testified at the Washington-Southern rate hearing before the State Corporation Commission that this charge reached about 25 cents for each passenger.

Alexandria Situation. By means of such a rate, the Washington-Southern would be rid of the vexing Alexandria situation, which has, it is claimed, caused no end of trouble and loss to the road and the conductors, and by means of which many thousands of passengers have saved money on their journeys between Virginia points and Washington. The former rate, in effect until recently, was 2 cents per mile in Virginia, and it was the habit of travelers northbound to purchase tickets to Alexandria, and then pay the conductor 20 cents for the trip across the Potomac and through the tunnels into the Union Station. This made a total cost of \$2.10 between Richmond and Washington. Southbound a ticket would be bought to Alexandria, and the deal made with the conductor for the fare the rest of the way.

Claiming that it was put to much expense and loss of fares which should be paid for it from interstate passenger traffic, in consequence of this practice, the Washington-Southern filed its petition with the State Corporation Commission, asking to be permitted to increase its passenger rate from 2 to 3 cents per mile. It is stated that it was not its aim to increase the cost to interstate passengers, but it was feared that as a result of the 2-cent rate it might be compelled by the Interstate Commerce Commission to make a basic rate in Virginia of 2 cents for through passengers.

Burdened Conductors.

On the hearing of the petition, it was testified that fully 80 per cent. of the day passengers had cash transactions with the conductors, thus increasing the duties of these officials many fold. Also they were liable to personal loss by reason of having to carry large amounts of money. Many were presented to show that the strictly interstate business of the company was run at a loss.

However, the ruling of the Corporation Commission was to the effect that the company was not entitled to a 3-cent rate, but that it should be allowed to charge 1-1/2 cents per mile, the rate now enjoyed by the other trunk lines of this State. The road at once took an appeal to the Supreme Court, with the result that by the decision handed down yesterday, the ruling of the Corporation Commission is affirmed by a narrow margin, three of the five judges concurring and two dissenting.

Some time since, while the Washington-Southern appeal was pending, the Richmond, Fredericksburg and Potomac Railroad, forming the Southern portion of the Washington-Southern line, the Northern portion of the Richmond-Washington system, filed a similar petition, which was decided in the same way by the commission. Notice was given of an appeal, but in view of the decision of the Supreme Court it is presumed this will not be perfected. So far as could be learned last night, there is no phase of the case which would warrant a further appeal to the United States Supreme Court.

Gets What It Wants.

As a matter of fact, if the road is successful in the proceedings it has begun before the Interstate Commerce Commission, it would seem to be immaterial to it as to its intrastate passenger rate. Most passengers would prefer to pay the 50-cent fare rather than to make the journey between Washington and Alexandria, bound either way by trolley, with the additional trouble of handling baggage. The Washington-Southern and Richmond, Fredericksburg and Potomac have both put the 2-1/2-cent rate followed by the State Corporation Commission, into effect, and thus are charging \$2.70 at present between Richmond and Alexandria. The additional 50 cents would make a cost of \$3.20, or of \$3.30 if paid to the conductor, and the latter figure is within 30 cents of the \$3.50 now charged as straight fare between Richmond and Washington. The presumption is that if the Interstate Commerce Commission grants the petition the fare will be made \$3.20, so that the conductors may not be required to handle so much of the business, and in this event it is supposed the road could without trouble maintain its basic rate of 3

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DESIRES NEW LAW TO COVER TRUSTS

Gary Believes Present Statutes Are Entirely Inadequate.

ASKS COMMITTEE TO LEND ITS AID

Steel Corporation Always Willing to Stay Within Law's Confines, but It Wants to Know Just What Law Is—Repeats Views on Government Control.

Washington, June 8.—Legislation to replace the Sherman anti-trust law so as to protect property interests and the people's welfare alike, was urged by E. H. Gary, chairman of the board of directors of the United States Steel Corporation, in concluding his testimony to-day before the House so-called Steel Trust investigating committee. Judge Gary said he hoped the committee, in its report on the investigation, would give the United States Steel Corporation what the committee thinks ought to be the corporation's standing under the law.

"I wish," said he, "that this committee will take advantage of its opportunity to suggest legislation and use its influence to bring about the enactment of proper legislation calculated to properly protect the property interests of the country, the interests of the government and the people at large, so as to permit us to continue business progress along lines of prosperity."

What Country Needs.

"Constructive legislation is what is needed in this country if we are to retain our position in the ranks with competing nations of the world."

"Would you believe it sensible," asked Representative Littleton, "to have Congress appoint a joint committee to hear representatives of capital and of labor, and of so-called restrained and unrestrained trade, with a view to preparing an anti-trust law which would correct features of the Sherman law or errors that might have crept through court decisions on that law, and to strengthen and elaborate that law?"

"Yes, I do," responded Mr. Gary, "and I would be glad to have such an undertaking result in something more practical, and to be the first to fall into line to live up to such a law."

The so-called "Gary dinners," where steel men of the country acquainted with all facts relating to their business and conditions, and maintenance of prices to prevent "destructive competition," were delivered into by the committee. Representative Beall sought to show that the result of those understandings was tantamount to a signed agreement to control prices, a violation of the Sherman anti-trust law.

"I have stated repeatedly," said Mr. Gary, "that I believed—and all of us in the steel business believed—that the open and frank disclosure to each other of our business conditions and suggestions as the best interest of all brought about an equilibrium in the trade and prevented destructive competition."

One Question Involved.

"The only question involved in those dinners is whether it is good law and good morals to endeavor by friendly intercourse to maintain to a reasonable extent an equilibrium of business and prevent destructive competition."

"If the Department of Justice or the President should say that this is not the right thing to do, it would not be continued for one minute."

"If the members of this committee believe it is better for all concerned in this country for the steel industry to enter into destructive competition than to try to legally maintain an equilibrium of business, it is up to you."

Mr. Lindabury, counsel for the United States Steel Corporation, referred to the efforts of the steel industry through the Gary dinners as an attempt to put into practical operation the golden rule.

"You mean the steel rule, don't you?" asked Mr. Littleton.

Gary declared he had made no attempt to disguise the fact that the steel men of the country sought to maintain prices as near a level as possible through friendly interchange of ideas for the purpose of getting between the restraint of trade and monopoly provisions of the Sherman law, on one hand, and destructive competition, on the other. He had no more to say on the subject.

Mr. Gary's attention was again called to his former declaration that he favored government control of corporations. He said that he would have the government license corporations engaged in interstate commerce.

What He Thinks of Wall Street.

His opinion of Wall Street was drawn out when he was asked concerning the capitalization of the United States Steel Corporation and concerning its value. The capitalization of the steel company, he asserted, was not too great in view of the additional value given all companies included when they were combined into one growing vitalized concern.

"Intrinsic values," Mr. Gary said, "are not always strictly regarded, particularly in New York. There are times when people in the market in Wall Street pay little attention to intrinsic values. Personally, I do not know much about Wall Street, but I do not care about Wall Street, but I do know that the selling price of securities in Wall Street is at times largely the result of manipulation. That is a sad commentary, but it is true. Wall

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WEST END TO GET NEW CAR SERVICE

Railway Company Seeks Franchise for General Extension.

COUNCIL ADOPTS BIG BOND ISSUE

Hospital "Rider" Rejected, in View of Memorial Board's Offer—Owners Offer Old Dock to City for \$100,000—Westhampton Scheme Tabled. Clear Heavy Docket.

Plans for the extension of street car service into the annexed territory, west of the Boulevard, were presented to the Common Council last night and referred to the Committee on Streets.

A bond issue of \$1,000,000 was approved as recommended by the Finance Committee, to cover the cost of the new Mayo Bridge and site, acquisition of the Ford Hotel block; sewers, gas and water mains for Westhampton Ward, and retirement of Manchester 5 per cent. bonds.

The proposed rider for a city hospital was rejected, after debate as to the need of a hospital, and the desirability of erecting a building especially suited for the purpose. The proposed bond issue of \$1,000,000 was also rejected, it being held to be unwise to overload the Engineer's office with so large a sum for streets at this time.

After prolonged debate the proposal to bring the Westhampton cars down town was tabled by a close vote, until the next meeting, in order that members may become more familiar with what is proposed.

The Electricity Committee was sharply reprimanded by several speakers for having slipped through contracts for ornamental lighting on Jefferson Avenue without notice to the Council, and a large number of ordinances and resolutions for improvements were adopted, including a number of city contracts, the Council concluding its docket at a late hour.

New Car Line.

Mr. Ferguson offered on roll call and had referred to the Street Committee the petition of William Northrop, president of the Virginia Railway and Power Company, asking that a proper ordinance be prepared in accordance with State and city laws governing franchises, for the extension of a line into the annexed territory, to serve the rapidly growing section lying between the Boulevard and Rosemead Road, and south of Broad Street.

Mr. Northrop stated in his letter that it is realized that for the present a line would not be profitable, but that the company recognizes an obligation to aid in building up the section in which the city is growing. The proposed franchise will ask for a single track westward on Broad Street from Broad and Robinson Street, where the Broad and cars now turn south, to West Street; south on West Street, crossing Monument Avenue and other streets, to Kensington Street to the new city limits, at the Rosemead Road, with proper crossings and turnouts, and the right to double track whenever the traffic justifies.

Would Sell Old Dock. The sale of the old dock, the last remnant of the James River and Kanawha Canal, to the city for \$100,000, is proposed in a communication to the Council from Harrison & Bates, real estate agents, and referred to the Finance Committee. The letter states that the agents are authorized to negotiate on behalf of the owners, bondholders of the William R. Trigg Company, for the sale of the property known as the Richmond Dock, with a frontage from Seventeenth Street Eastward to and including the shiplocks, a line of the Richmond and Henric Railway system as required by its franchise, was extended for six months from June 30, in order to keep the franchise from lapsing. It was stated that the company had completed the greater part of its plant, but had not yet agreed with the Virginia Railway and Power Company as to physical connections and joint use of certain tracks.

Contracts Awarded.

Award of contract for a reinforced arch bridge over Little's Creek, a part of the new Lester Street, was confirmed, the award going to George Donnell, for \$90,113. Contract was also confirmed with the C. P. Lathrop Company for 20,000 barrels of Old Dominion Portland cement at \$1.71 per barrel. R. Ferrandini was given permission to excavate under the sidewalk in front of Monticello Hall on Broad Street; M. L. Holtheimer to construct side cellar entrances in the sidewalk of Third Street, north of Broad, and the Bryan estate similar entrances in the sidewalk of Eighth Street, north of Broad Street.

The petition of H. S. Wallerstein to close an alley west of North Street was recommended. The Assessor of Damages was instructed to appraise damages by grading Floyd Avenue from Park to Meadow Street, and the sidewalk on the west side of Twenty-eighth Street from Q to R Street.

Permission was given to Eugene Robinson to construct a raised platform along the sidewalk of Clay Street from

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How a Pennant Was Lost

Baseball enthusiasts will be greatly interested in a story in the Illustrated Sunday Magazine, with Sunday's Times-Dispatch, telling why Pittsburgh lost a pennant, telling why the team does not understand the difference between victory and defeat. In addition, there will be a number of other highly entertaining articles, features that should not be missed.

PLANS ARE APPROVED

Splendid System of Docks for Canal

Washington, June 8.—The Panama Canal Commission has just approved plans for a splendid system of docks for the Atlantic entrance of the canal, which will cost \$3,811,666. The docks, five in number, will be built of reinforced concrete, and will accommodate ten ships 1,000 tons, or twenty vessels of the size which now ply between New York and Colon. Cristobal Point, adjacent to Colon, will be the location.

PUTS BACK TO PORT

Steamer Oxonian Is Not Damaged by Flames.

Antwerp, Belgium, June 8.—The Leyland Line steamer Oxonian, which caught fire in the River Scheldt while bound from Antwerp for New Orleans yesterday, put back to this port after the flames were extinguished.

The steamer was not seriously damaged. Some of her cargo, however, probably will have to be discharged.

Chief Marshal and Aides.

Colonel Barton H. Grundy, chief aide: Colonel A. S. Buford, Jr., Mr. E. D. Hotchkiss, Jr., Mr. T. E. Leakey, Mr. W. Douglas Gordon, Mr. E. D. Hotchkiss, Jr.

Souvenir programs will be given out at 5 o'clock to Confederate veterans and school children by the chief marshal and aides at the Park Place Methodist Church, of which Rev. W. G. Parker is pastor.

CITIZENS HONOR JOSEPH BRYAN

Statue in Monroe Park Will Be Unveiled To-Morrow Evening.

BISHOP RANDOLPH TO MAKE ADDRESS

Official Program Issued by Bryan Memorial Association, of Which Egbert G. Leigh, Jr. Is President—Colonel Mosby and Other Gallant Confederates to Attend.

The monument to Joseph Bryan, erected by popular subscription in Monroe Park, will be unveiled to-morrow evening at 8 o'clock, the address being delivered by Rt. Rev. A. M. Randolph, D. D., bishop of the Diocese of Southern Virginia. Egbert G. Leigh, Jr., president of the Bryan Memorial Association, which has erected the statue, will preside.

In the event of rain the exercises will be held in Park Place Methodist Church, facing on the park. About 1,000 public school children, under direction of Professor Walter C. Mercer, instructor of music in the public schools, will take part in the exercises, accompanied by the Blues Band. Colonel John S. Mosby, Colonel W. H. Chapman and many survivors of the famous Mosby's Rangers, of which Mr. Bryan was a member, and Confederate soldiers will occupy seats on the platform.

Official Program.

The complete program of the unveiling exercises follows: Presiding Officer, Egbert G. Leigh, Jr., president of the Bryan Memorial Association.

Song by the children of the public schools:

America.

My country, 'tis of thee, Sweet land of liberty, Of thee I sing: Land where my fathers died, Land of the pilgrim's pride, From every mountain side, Let freedom ring.

My native country—thee.

Land of the noble free— Thy name I love: I love thy rocks and rills, Thy woods and templed hills: My heart with rapture thrills Like that above.

Our fathers' God—to Thee.

Author of liberty, To thee we sing. Long may our land be bright With freedom's holy light: Protect us by Thy might, Great God, our King.

Prayer by Rev. W. W. Moore, D. D.

President Union Theological Seminary. Song by children of the public schools:

Old Folks at Home.

Way down upon de Swanee ribber, Far, far away, Dere's whar my heart is turning eber, Dere's whar de old folks stay. All up and down de whole creation Sadly I roam, Still longing for de ole plantation, And for de ole folks at home.

CHORUS.

All de whar am sad and dreary, Eber where I roam: Oh, darkey, how my heart grows weary, Far from de ole folks at home!

Round the little farm I wandered.

When I was young, Deem many happy days I squandered, Many de songs I sung. When I was playing with my brudder Happy was I. Oh take me to my kind ole mudder, Dere let me live and die.

CHORUS.

One little hut among de bushes, One dat I love, Still sad to my memory rushes, No matter whar I rove. When will I see de bees a-humming All around de coo?

When I hear de banjo tumming.

Down in my good ole home!—CHORUS.

Reading of Psalm xv., by Rev. John Moncreuf, D. D.

"Lord, who shall abide in Thy tabernacle? Who shall dwell in Thy holy hill?"

"He that walketh uprightly, and worketh righteousness, and speaketh the truth in his heart."

"He that backbiteth not with his tongue, nor doeth evil to his neighbor, nor taketh up a reproach against his neighbor."

"In whose eyes a vile person is condemned; but he honoreth them that fear the Lord. He that sweareth to his own hurt, and changeth not."

"He that putteth not out his money to usury, nor taketh reward against the innocent. He that doeth these things shall never be moved."

Introduction of the orator by Mayor David C. Richardson.

Oration by Rt. Rev. Alfred M. Randolph, D. D.

Unveiling of the statue by Master Joseph Bryan, second, and Miss Amanda Stewart Bryan.

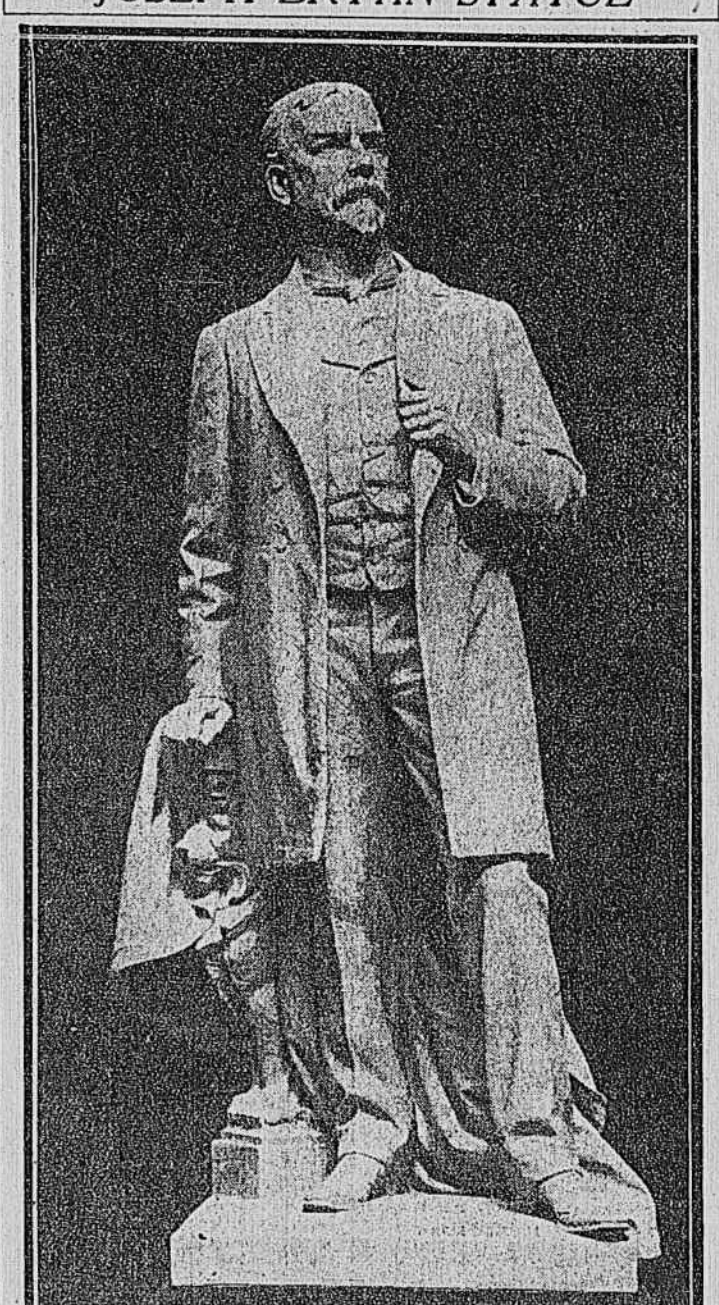
Benediction by Rev. James Power Smith, D. D.

"Dixie" by the band.

Chief Marshal and Aides. Colonel Barton H. Grundy, chief aide: Colonel A. S. Buford, Jr., Mr. E. D. Hotchkiss, Jr., Mr. T. E. Leakey, Mr. W. Douglas Gordon, Mr. E. D. Hotchkiss, Jr.

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JOSEPH BRYAN STATUE



KAISER FROWNS ON TAFT'S CHOICE

Does Not Care to Receive Man Selected for Post at Berlin.

WHO IS UNLUCKY ONE?

His Identity Lost in Half-Dozen Names Mentioned for Honor.

Washington, June 8.—One reason for the delay in announcing the appointment of an ambassador to Germany to succeed Dr. David Jayne Hill, it was learned this afternoon, is the fact that the German Emperor has suggested that he did not care to receive in Berlin the man whom President Taft had selected for that post.

It will be recalled that some time ago the President made up his mind regarding this appointment, and that the German government was asked whether the selection would be acceptable or not. The greatest secrecy was maintained at the White House and the State Department as to the identity of the man selected by the President for the post. There have been many guesses, and each has been met with denial in official quarters.

There seems to have been some anticipation on the part of this government that there might be objections in Berlin to the envoy proposed, and the greatest efforts have been made to keep the selection secret in order that it might never be known upon whom the disfavor of the Kaiser fell.

The identity of the men whose name has been rejected by the Kaiser is lost behind half a dozen names that have come since the announcement of Dr. Hill's retirement as possible appointees to the post. The first of those mentioned was John G. Leishman, ambassador at Rome, John Hays Hammond has intermittently been mentioned for the appointment, but he is understood not to desire this assignment.

San Francisco, California, June 8.—C. Frederick Kohl, capitalist, was shot and probably fatally wounded to-day by Miss Adele Verge, a French maid, until recently employed by Kohl's wife.

The shooting occurred in the corridor of the Grand Building, in front of the Superior Court house. Kohl had gone there as a witness in a suit recently brought by Miss Verge against him and Frank A. Miller, a hotel manager, of Riverside, for malicious persecution.

The suit, which led to to-day's shooting, was an outgrowth of a quarrel between Miss Verge and a chauffeur and the woman's discharge from Mrs. Kohl's service. Miss Verge alleged that Kohl and Mr. Miller had prevented her from obtaining employment. The case against Kohl was dismissed yesterday, and to-day he went to the Superior Court as a witness in the case against Mr. Miller.

After court adjourned Miss Verge descended to the main entrance. When Kohl emerged from the elevator she drew a weapon from the folds of her skirt and fired.

The bullet entered just below the heart and the surgeons at the Central Emergency Hospital said that his condition was critical. On the operating table Kohl retained consciousness and said he freely forgave the woman for her act.

Miss Verge was so hysterical that she was unable to make a coherent statement to the police, who took her in charge.

Kohl is one of the richest men in San Francisco. He is a member of the New York Yacht Club, the Metropolitan Club of Washington, D. C., the Richmond County, Town and Country Club of Philadelphia, and of prominent clubs of the Pacific coast.

He is a son of Mrs. William C. Kohl, a wealthy woman. His wife was Miss Elizabeth Godsey, of Washington, D. C. The elder Mrs. Kohl is now in Atlantic City, whither she went from New York after attending the Gould-Graham wedding.

"One of the greatest tragedies of the farming industry in the South to-day," he said, "is truck farming, and the bringing of early vegetables to the North. The same thing is true of fruits and berries. With the introduction of these free into Canada you will secure other customers with a valuable trade that will add greatly to the demand, and that will certainly expand your industry and maintain the prices at which it can be profitably carried on."

"The treaty has opponents, however, vigorous, active and vociferous, and the arguments against it, and the means taken to defeat it, are not always of a direct character. The House of Representatives, soon after it passed the bill, embodying the reciprocity agreement, passed a bill known as the farmers' free list, in my judgment it was both unfortunate and unjust that this bill should have been introduced and adopted by some of the theory that it was a sop to the farmers, to make up for the injustice and injury assumed to have been done them in the Canadian reciprocity bill—

for there is no injustice done to the farmers in the Canadian reciprocity agreement."

"Whether the farmers' free list is a measure which ought to be passed is a question of the merits of that bill, and

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TAFT WANTS BILL, WHOLE BILL AND NOTHING BUT BILL

That Is His Emphatic Stand on Reciprocity Measure.

HOW IT WILL AFFECT SOUTH

President Tells Cotton Seed Crushers New Markets Will Be Created for Southern Trade. He Resents Tacking on Free List Bill or Other Amendments.

New York, June 8.—"The bill, the whole bill, and nothing but the bill."

Thus President Taft summed up an earnest plea for the unamended adoption by the Senate of the Canadian reciprocity agreement, before a representative audience of Southern men to-night.

The occasion was a banquet tendered by the New York Produce Exchange to the Interstate Cotton Seed Crushers' Association. The banquet hall resounded to a roaring welcome for the President as he entered the room to-night. He had spent a busy afternoon in Brooklyn, where he reviewed parades of more than 150,000 Sunday school children, and saw the Crescent Athletic Club team defeat Montreal at lacrosse. Governor Dix, who arrived about the same time, was also the recipient of a cordial greeting.

Advantage to South. In his address, President Taft pointed out to the Southerners the advantage which that section would derive from the enactment of the agreement with Canada, but did not neglect to recur to his main argument for the bill on the broader lines of general national interest.

There was no questioning the sympathy of the big bulk of his audience with the President's plea. From the start every mention of the word "reciprocity" was greeted with cheers, and the President at times had difficulty in proceeding. He voiced decided objection to amending the agreement by tacking on the farmers' free list bill, which course, he said, would drive away from its support enough votes to defeat the agreement.

"May I not ask you all, as Americans, as Southerners, as Southern cotton men and as Southern cotton seed crushers," said Mr. Taft, "to save yourselves through this association and in every other practical way, to urge upon and demand of your Senators that if they really favor reciprocity—as I sincerely believe most of them do—they shall take the best and most direct way to secure its passage."

Talks About Cotton. President Taft began his speech with a little talk on cotton. He said:

"Centuries of the cotton seed industry have produced a branch of the farming industry of this country in which we have a practical monopoly. Cotton is grown in Egypt and in India, and in some other parts of the world, but the great crop which determines the price of the world's supply is the cotton crop of the Southern States. Cotton seed oil is one of the best of the edible oils. It is a competitor of olive oil and of peanut oil, and the question of its sale is much affected by trade agreements and the tariffs of countries with which we do business."

The President referred to the government's enlargement of the market for cotton seed oil during the past few years, to its securing a one-eighth reduction of the Canadian import duty upon cottonseed oil under the maximum and minimum clause of the Payne tariff bill, and to the reciprocity treaty's provision for admission into Canada without duty. He pictured the trade's growth and said that with free admission the trade should greatly increase because of less expense in Canada, and because it will give cotton seed oil an advantage over its competitors, olive and peanut oil.

He appealed to the delegates, to aid, through their representatives in Congress, in the passage of the reciprocity agreement, and said that admission of vegetables and fruits under the treaty should appeal to men who have the business interests of the South at heart.

Means New Customers. "One of the greatest tragedies of the farming industry in the South to-day," he said, "is truck farming, and the bringing of early vegetables to the North. The same thing is true of fruits and berries. With the introduction of these free into Canada you will secure other customers with a valuable trade that will add greatly to the demand, and that will certainly expand your industry and maintain the prices at which it can be profitably carried on."

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